



AGENDA

SUNNYVALE BICYCLE AND PEDESTRIAN ADVISORY COMMITTEE

August 17, 2006

6:30 P.M.

WEST CONFERENCE ROOM

CALL TO ORDER

ROLL CALL

SCHEDULED PRESENTATION

There is no scheduled presentation at this time.

PUBLIC ANNOUNCEMENTS

(Speakers are limited to 3 minutes for announcements of related Board/Commission events, programs, resignations, recognitions, acknowledgments)

CONSENT CALENDAR

- 1.A) Approval of Draft Minutes from July 20, 2006
- 1.B) Approval of Agenda
- 1.C) Approval of 2006 Calendar

STAFF RESPONSE TO PRIOR PUBLIC COMMENTS

Staff may provide further information or clarification for the community's benefit in response to public comments made at previous BPAC meetings. Staff will not necessarily respond to all public comments.

PUBLIC COMMENTS

This category is limited to 15 minutes, with a maximum of three minutes per speaker. If your subject is not on the agenda, you will be recognized at this time; but the Brown Act (Open Meeting Law) does not allow action by Board or Commission Members. If you wish to speak to a subject listed on the agenda, you will be recognized at the time the item is being considered by the Board or Commission.

PUBLIC HEARINGS/GENERAL BUSINESS

- 2. DISCUSS Blair Avenue Neighborhood Traffic Calming

3. MOTION Arques Avenue, Classic Communities Parking Issues
4. DISCUSS Study & Budget Issue Development

NON-AGENDA ITEMS AND COMMENTS

- BPAC ORAL COMMENTS
- STAFF ORAL COMMENTS

INFORMATION ONLY ITEMS

1. Approved June 22, 2006 Meeting Minutes
2. BPAC Active Items Report
3. BPAC Email

ADJOURNMENT

Notice to the Public:

Agenda information is available by calling Dieckmann Cogill at (408) 730-2713. Agendas and associated reports are also available on the City's website at <http://www.sunnyvale.ca.gov/>, biking.inSunnyvale.com or at the Sunnyvale Public Library, 665 W. Olive Ave., Sunnyvale, 72 hours before the meeting. Please contact the Department of Public Works Transportation and Traffic Division office at (408) 730-7412 for specific questions regarding the agenda.

Pursuant to the Americans with Disabilities Act, if you need special assistance in this meeting, please contact Dieckmann Cogill at (408) 730-2713. Notification of 48 hours prior to the meeting will enable the City to make reasonable arrangements to ensure accessibility to this meeting. (29 CRF 35.104 ADA Title II)

GUIDELINES FOR ADDRESSING THE BOARD OR COMMISSION

Public Announcements – Beginning of Meeting

- 3 minutes or less per speaker.
- Speakers are requested to give their name (address is optional).
- Recognition of a special achievement.
- Announcement of public event with definite time and date.
- Public events that are of Board/Commission interest that occur in the City annually. (Only announce one time for the year).

Public Hearings – Order of Hearing as Follows:

- Opening remarks by the applicant (if applicable).
- Speakers are requested to give their name (address is optional).
- Anyone interested in addressing the Committee (may only speak one time).
- Closing remarks by the applicant (if applicable).
- Time limit of 3 minutes per person (to be extended at discretion of Chair). Please make comments brief and be prepared to provide new input.

Citizens to be Heard

- Any item relevant to the Board and/or Commission
- Speakers are requested to give their name (address is optional).
- Items not on the agenda.
- Items that do not fall within the scope of the Public Announcement section.
- Time limit of 3 minutes, 15 minutes total for this category (to be extended or continued to end of Board/Commission business, at the discretion of the Chair). Limit to one appearance during this section.

<p>If you wish to provide the Board/Commission with copies of any handout materials you are presenting, please provide sufficient copies for each Board/Commission member, the Recording Secretary and other staff present.</p>

Sunnyvale Bicycle and Pedestrian Advisory Committee
August 17, 2006
Staff Reports

Consent Calendar Items

- 1.A) Draft Minutes from July 20, 2006 (*Attachment 1*)
- 1.C) 2006 Calendar (*Attachment 2*)

Staff Response to Prior Public Comments

There were no Public Comments received at the July meeting.

Public Hearings/General Business

2. Blair Avenue Neighborhood Traffic Calming

The City of Sunnyvale conducted a traffic calming study for the Blair Avenue Neighborhood. The study concluded that, based on the volume and speed of vehicles, traffic calming measures were warranted on Blair Avenue between Bernardo and Mary Avenue, as well as Grape Avenue between Blair and Heatherstone Avenue. Based on the results of the study, and City Council direction, traffic calming features were installed in the study area on a temporary basis. The City's traffic calming process recommends that any Stage 2 traffic calming measures (such as speed humps, median islands, or bulb-outs), be installed on a temporary basis to gauge the response of drivers and neighborhood residents, assure that the measures are effective, and to assure that no unintended consequences occur as a result of the installation.

The Blair Avenue installation has been in place for over one year. The City has conducted speed, volume, and traffic diversion studies before and after the installation, and has concluded that the Traffic Calming has had a positive result in reducing speed and volume on Blair Avenue between Mary Avenue and Bernardo Avenue, and Grape Avenue between Blair Avenue and Heatherstone Avenue.

Staff is currently gathering public and neighborhood input on the temporary installation in order to inform the decision for permanent installation. Though traffic calming is not under the purview of BPAC, the Committee has raised bicycle safety related concerns regarding a bulb-out at the intersection of Mary Avenue and Blair Avenue. The committee is being asked to consider the temporary traffic calming installation and provide bicycle and pedestrian related feedback. Staff will take the BPAC feedback, as well as the comments received by neighborhood residents, into consideration when developing the preferred alternative for neighborhood consideration.

Recommended Action and Alternatives

Staff has no recommendation. This item is for discussion only.

3. Arques Avenue, Classic Communities Parking Issues

Residents of a townhome complex on Arques Avenue east of Fair Oaks Avenue have approached the City and City Council requesting assistance with resolving a parking demand issue. The residents indicate that the available parking within their complex is significantly insufficient to meet the demand. A survey of vehicle ownership shows that over 50% of homes support 3 or more vehicles. Residents have suggested some alternatives for providing additional parking supply, and City staff met recently with a group of residents to brainstorm potential remedies. Some of these alternatives involve reconfiguring travel lanes on Arques Avenue. A group of residents has requested BPAC discussion of reconfiguring travel lanes to provide on-street parking. A display graphic, depicting the general location of the project, will be available at the BPAC meeting.

The complex was constructed in accordance to the City's parking standards. The project has a total of 54 units, all three bedrooms. Forty-eight units have two car garages and six units have a one car garage. The ratio for the two car garage units is to have an additional one half unassigned parking space and the ones with a one car garage will have a 1.4 additional parking space. This resulted in a total of 33 unassigned parking spaces on site, for a total of 135 spaces. Residents indicate that frequently there are no parking spaces available, and there are no nearby alternatives for parking. This has resulted in parking in fire lanes, blocking of driveways, etc., and a perception among some residents of a disharmonious living situation.

A group of residents suggested removal of a center turn lane to provide a parking lane in front of the complex. Subsequent discussions resulted in the identification of a daytime-only bike lane as another potential method for providing additional parking demand. These are two of several alternatives that are being discussed, including more aggressive on-site parking demand management, better delineation of fire lanes, purchase of Ecopasses by the complex, and pursuit of shared parking agreements with nearby properties. The group of concerned residents requests a hearing by the BPAC to discuss alternatives that involve reconfiguring the bike lane on Arques.

City staff has indicated that there are significant issues with pursuing any roadway geometry changes, in terms of policy, process, and technical feasibility. Regardless, the primary issue is that the development conforms to City parking standards, and therefore there should be no impetus on the part of the City to provide public resources to address a private issue. This has been clearly communicated to the concerned residents as well as the City Council. The

residents still would like to explore the option of roadway geometry options. It is likely that any action involving public facilities would likely need City Council approval, and staff would likely stress the implications Citywide of establishing a precedent to providing public traffic resources to address a private parking issue. The Study Issue process would likely be recommended as a means to initiate any consideration of modification of public facilities to address this issue.

Staff believes that any change to roadway geometry will require Council action. Implementation of a nighttime bike lane closure would require some geometric changes to widen the bike lane on the north side of the road. Staff does not believe that there would be significant changes to traffic operations, but elimination of a full time bike lane would likely constitute a potentially significant environmental impact. Therefore, a heightened level of environmental impact reporting would be required. Should the City Council act affirmatively on a project after considering environmental impacts, there also would be a need to budget funds for the cost of re-striping.

Staff has cursorily examine the proposal for eliminating a roadway lane to create a parking + bike lane. This necessitates an additional 8 feet minimum (9 feet is standard City practice) of roadway for parked vehicles. Removal of a travel lane in one direction would likely cause traffic congestion, as vehicle volumes in both directions are sufficiently high to necessitate two travel lanes. Removal of the existing turn lane would likely require modification of the traffic signal at Arques and Fair Oaks at considerable expense, and would potentially cause this intersection to fall below City level of service standards by significantly reducing the length of turn pockets or even necessitating the removal of one turn lane.. The potential for level of service impact would necessitate a higher level of environmental impact review. This change to the roadway geometry will have a cost likely in the tens of thousands of dollars or more, particularly if traffic signal modifications are necessary. A detailed engineering analysis is necessary to specifically quantify the nature of traffic impacts with this proposal. Staff would suggest that the Study Issue process is the most appropriate process to initiate this type of investigation.

At this time, staff requests that the Bicycle and Pedestrian Advisory Committee conduct a public hearing on this issue and discuss technical and policy issues associated with modification of roadway striping and/or traffic controls to either:

- 1) implement night time closure of the westbound bike lane on Arques Avenue in the vicinity of the Classic Communities development; or
- 2) remove a travel lane, either a through lane or the center two way left turn lane, to provide a parking + bike lane in the vicinity of the Classic Communities development.

Staff intends to report back to the City Council on the exploration of potential alternatives to address residents' concerns. The BPAC's discussion or other action will be reported to the City Council at that time.

Recommended Action and Alternatives

There is no staff recommendation. This item is for discussion only.

4. Study and Budget Issue Development

This is the scheduled initial discussion of the 2007 study and budget issue candidates for the BPAC. Study and budget issues are the City's way of dealing with issues requiring considerable staff and/or financial resources to address, i.e. special studies, new capital projects, etc. Study Issues alert Council to policy issues they will be asked to consider during the next calendar year. Budget issues alert Council to possible service level increases of either an on-going (budget supplement) or one-time (budget modification) nature. The BPAC has an opportunity each year to propose a list of issues it feels are important to be addressed. The City Council considers issues from all City Boards and Commissions, citizens, Council members, and staff, and prioritizes them. Approved issues then form a major portion of the City's work program for the following year.

Timeline

July – Committee to brainstorm study Issue ideas.

August – Staff will prepare draft Study Issue Papers for Committee Review.

October – Committee will rank Study Issues for Council Consideration

November – City Council Study Issue Public Hearing

December – City Council Study Issue Workshop and Ranking

The following issues will be submitted as a continuing item and will not need to be reranked by the Committee:

1. Pedestrian Safety and Opportunities Study

The following issues were ranked by the Council, but were not able to be initiated based on current resources. These items will be resubmitted as new items in 2007, and will have to be re-ranked by the committee:

1. Plan Line Study to Accommodate Bicyclists and Pedestrians (council ranked it 7 of 10 DPW issues)
2. Policy for Allocation of Street Space (council ranked it 8 of 10 DPW issues).
3. Access to Stevens Creek Trail, Feasibility Study (DPR Study Issue that was deferred)

At the July BPAC meeting, the committee brainstormed to request the following items be considered for ranking in 2007:

1. Revise Intersection Level of Service Policy to incorporate bicycle and pedestrian safety (dropped in 2006)
2. Update/Review of the Corner Vision Triangle Municipal Code Ordinance

(dropped in 2006)

3. Design Standards for Bike Lanes Adjacent to On-Street Parking (dropped in 2006)
4. Revise standards for Bicycle Accommodation Through Construction Zones
5. Reconsider Hours of Operation of the Bike Lanes on Homestead Road.

Draft Study Issue Papers are attached (Attachment 3) for BPAC review and comment. Staff will revise the study issues based on the Committee comments and submit them for City Manager Approval. The committee will be asked to rank the bicycle and pedestrian related study issues at the October 2006 BPAC meeting.

Recommended Action and Alternatives

This item is for discussion only. No formal action is necessary. Staff asks that the committee review Draft Study Issue Papers.

Information Only Items

1. Approved June 22 2006 Meeting Minutes (*Attachment 4*)
2. BPAC Active Items Report (*Attachment 5*)
3. BPAC Email (*No email received*)



MINUTES

SUNNYVALE BICYCLE AND PEDESTRIAN ADVISORY COMMITTEE

The Bicycle and Pedestrian Advisory Committee met at 6:30 p.m. on July 20, 2006 with Committee Chair Mayer presiding. The meeting was held in the West Conference Room, City Hall, 456 West Olive Avenue, Sunnyvale. A public input meeting for the Sunnyvale Bicycle Plan Update was also held as part of this meeting.

ROLL CALL

Members Present: Kevin Jackson
Ralph Durham
Thomas Mayer
Thomas Reuner
James Manidakos
Richard Warner

Members Absent: Andrea Stawitcke, excused

Staff Present: Dieckmann Cogill, Senior Transportation Planner

Visitors: None

SCHEDULED PRESENTATION

There was no scheduled presentation

PUBLIC ANNOUNCEMENTS

None

CONSENT CALENDAR

- 1.A) Approval of Draft Minutes from June 22, 2006 - pulled
- 1.B) Approval of Agenda
- 1.C) Approval of 2006 Calendar

MOTION – Durham/Jackson – Approve items 1B and 1C of the Consent Calendar.

Motion carried unanimously.

CITIZENS TO BE HEARD

None

PUBLIC HEARINGS/GENERAL BUSINESS

1A. Approval of Draft Minutes from June 22, 2006

Jackson noted that the BPAC vote for item #3 was not included in the minutes. The motion carried unanimously.

Manitakos clarified a point that he made as a member of the public.

MOTION - Durham/Jackson, Approve June 22, 2006 Minutes as amended

Motion carried unanimously.

2. Election of Officers

Mayer opened to floor for nominations for BPAC Chair.

Jackson nominated Ralph Durham. No further nominations were received.

Nominations were closed.

Public Comments

None

Motion – Jackson/Mayer, Appoint Ralph Durham Chair of the BPAC

Motion Carried Unanimously.

Durham assumed the role of Chair and opened nominations for Vice Chair.

Manitakos nominated Kevin Jackson. No further nominations were received

Nominations were closed.

Public Comments

None

Motion –Manitakos/Durham, Appoint Kevin Jackson as Vice Chair of the BPAC

Motion Carried Unanimously.

3. Review Code of Ethics / Parliamentary Procedure

The committee reviewed the code of ethics.

Mayer provided the committee with a brief overview of Parliamentary procedure and its importance.

4. Study and Budget Issue Development.

Cogill presented staff report including details of the Study Issue Process as well as last years Study Issue results.

The committee requested that the following study issues be developed for review and ranking in August and September.

1. Plan Line Study for Bicycle Space
2. Policy for Allocation of Street Space
3. Vision Triangle Municipal Code Update
4. Revision of Level of Service Policy
5. Design Standards for Bicycle Lanes adjacent to on-street parking
6. Stevens Creek Trail Access study
7. Bicycle accommodation through construction zones
8. Hours of operation of Bike Lanes on Homestead Rd.
9. Review of Municipal Code sections that may be in conflict with State Law

5. Draft Mary Avenue Extension Geometrics

Cogill presented draft geometrics for the Mary Avenue Extension over US 101 and SR 237 and asked for committee comments.

The committee made the following comments:

1. Assure that the bridge sidewalk barrier is constructed in such a way that dirt and debris does not get trapped in the sidewalk area.
2. A 4 foot median island is unnecessary. There should be a narrower island and more space provided for bikes and pedestrians.
3. Consider a 10 foot sidewalk.
4. Consider an acoustical warning between the travel lane and the bike lane on the bridge section where no turning is possible.
5. Provide safe and convenient access to the LRT station from NB Mary.
6. Build bike lanes along the entire length of Mary.

MOTION – Mayer/Jackson – Provide safe and convenient bicycle and pedestrian access from the northbound Mary Avenue to the Moffett Light Rail Station. Additionally, completed bicycle lanes along the entire length of Mary Avenue

before or in conjunction with the opening of the extension.

Motion carried unanimously.

NON-AGENDA ITEMS AND COMMENTS

- BPAC ORAL COMMENTS

Jackson requested that BPAC be notified of the Blair Avenue Traffic Calming meeting.

Warner provided info to the committee regarding Portland bike guide signs. He stated that this is a good concept and that the signs look nice.

Reuner agreed that these signs should be used to guide bicyclists to downtown and other destination that could be unintuitive to find.

Manitakos stated that these signs were installed they should be placed on existing posts wherever possible.

- STAFF ORAL COMMENTS

None

INFORMATION ONLY ITEMS

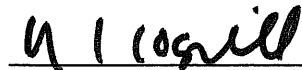
Mayer requested information regarding the pedestrian fatality that was raised in the BPAC email. He also noted that there is a project to rehab man hole covers on Arques and Lawrence. He noted that bikes must be safely accommodated during this construction.

Cogill stated that she would research the items.

ADJOURNMENT

The meeting adjourned at 8:30 p.m.

Respectfully submitted,



Dieckmann Cogill, Senior Transportation Planner

MASTER WORK PLAN

BOARDS AND COMMISSIONS CALENDAR

Board or Commission	BICYCLE AND PEDESTRIAN ADVISORY COMMITTEE
Calendar Year	2006

List all significant agenda items below. Include all pertinent items from the Council Study Issues Calendar.

MEETING DATE	AGENDA ITEM/ISSUE
January 26 **(note date change)	Utility Bill Stuffer Concepts Bike Plan Update Mathilda/Caltrain Bridger EIR Scoping Caltrain Bike Lockers Volunteer Patrol Bicycle Friendly Community Application
February 16	Bike to Work Day Planning Health and Safety Fair Sunnyvale Caltrain Station Bike Lockers TFCA 40%
March 16	2006 AC Overlay/Reconstruction List (info only) 2006 Curb Ramp Installation List (info only) Bike to Work Day Planning Health and Safety Fair Bike Plan Update
April 27	Bike to Work Day Planning 06/07 TDA Allocation Bike/Ped Promotional ideas Walk to School Day Planning Bike Plan Update
May 18	Review of 06/07 Proposed Budget Bike to Work Day debrief Bike Plan Update
June 22	TFCA Funding Prioritization Bike Plan Update Recommendation
July 20	Election of Officers Review Code of Ethics and Parliamentary Procedures Study & Budget Issue Development Draft Mary Avenue Extension Geometrics
August 17	Study & Budget Issue Development Blair Avenue Neighborhood Traffic Calming Arques Avenue Bike lane
September 21	Study & Budget Issue Preparation VTA Bike Plan Update (Michelle DeRobertis)

October 19	Pedestrian Safety and Opportunities Study
November 16	
December 21	2007 Work Plan

Proposed New Council Study Issue**DRAFT**

Number BPAC 1

Status Pending

Calendar Year 2007

New or Previous Previous

Title Plan Line Study to Accomodate Bicyclists and Pedestrians

Lead Department Public Works

Element or SubElement Land Use and Transportation

1. What are the key elements of the issue? What precipitated it?

The Bicycle and Pedestrian Advisory Committee would like to complete a plan line study to identify right-of-way adjacent to collector and arterial streets in Sunnyvale that were identified in the Bicycle Opportunities Study as requiring right-of-way in order to accommodate a class II bicycle lane. This could include roadways such as Mathilda Ave, Fair Oaks Ave, Tasman Dr, Java Dr, and Wolfe Rd. Development of plan lines is a significant undertaking. This study would not result in the adoption of plan lines, but rather would define for the Council the extent of significant issues associated with adopting plan lines.

This study would define the scope of the issues that would need to be examined as part of a large scale plan line study that would result in the creation of a City policy regarding right-of-way acquisition for the implementation of a Sunnyvale bicycle network. Issues such as utility relocation, tree removal, street reconstruction, mapping of effected properties, the creation of non-conforming parcels, the legality of the right-of-way take, property owner compensation, extensive public outreach, and environmental impacts would be identified for further study. In addition the cost to complete a major plan line adoption will be estimated.

2. How does this relate to the General Plan or existing City Policy?

BP.B2.a, City of Sunnyvale Bike Plan – Provide for bicyclists as part of road widening, new developments or property redevelopment, wherever feasible. Notify City Council if providing for bicycles appears to be infeasible.

3. Origin of issue**Council Member(s)****General Plan****City Staff****Public****Board or Commission** Bicycle and Pedestrian Advisory Committee

Board or Commission ranked this study issue ____ of ____

2 of 4

Board or Commission ranking comments

4. Multiple Year Project? Yes Planned Complete Date**5. Expected participation involved in the study issue process?**

Does Council need to approve a work plan? No
 Does this issue require review by a Board/Commission? Yes
 If so, which?
 Bicycle and Pedestrian Advisory Committee
 Is a Council Study Session anticipated? No
 What is the public participation process?

BPAC and Council Public Hearings

DRAFT

6. Cost of Study**Operating Budget Program covering costs**

115 Transportation Operations

Project Budget covering costs**Budget modification \$ amount needed for study**

\$20,000

Explain below what the additional funding will be used for

The funding would be used for engineering and planning consultant services.

7. Potential fiscal impact to implement recommendations in the Study approved by Council

Capital expenditure range \$501K or more

Operating expenditure range \$500 - \$50K

New revenues/savings range None

Explain impact briefly

8. Staff Recommendation for this calendar year

Recommendation None

If 'For Study' or 'Against Study', explain

9. Estimated consultant hours for completion of the study issue

100

Managers

Role	Manager	Hours
Lead	Witthaus, Jack	Mgr CY1: 0 Mgr CY2: 0
		Staff CY1: 0 Staff CY2: 0

Total Hours CY1: 0

Total Hours CY2: 0

Note: If staff's recommendation is 'For Study' or 'Against Study', the Director should note the relative importance of this Study to other major projects that the Department is currently working on or that are soon to begin, and the impact on existing services/priorities.

Proposed New Council Study Issue

DRAFT

Number DPW-10

Status Below the line

Calendar Year 2007

New or Previous Previous

Title Policy for Allocation of Street Space

Lead Department Public Works

Element or SubElement Land Use and Transportation Element

1. What are the key elements of the issue? What precipitated it?

The BPAC would like a policy to be developed regarding the allocation of street space to accommodate bicyclists. A number of bicycle lane projects in the Bicycle Capital Improvement Program would require the removal of on-street parking or other roadway reconfigurations because of right-of-way constraints. In order to assure that these projects are successfully carried out, the BPAC would like Council to consider the adoption of a policy that would standardize the decision to eliminate parking when it involves the provision of a bicycle lane. This would also look at other more general street space allocation issues such as lane reductions or lane narrowing.

2. How does this relate to the General Plan or existing City Policy?

C3.5.4 Maximize the provision of bicycle and pedestrian facilities.

3. Origin of issue

Council Member(s)

General Plan

City Staff

Public

Board or Commission Bicycle and Pedestrian Advisory Committee

Board or Commission ranked this study issue ____ of ____
3 of 4

Board or Commission ranking comments

4. Multiple Year Project? No Planned Complete Date June 2006

5. Expected participation involved in the study issue process?

Does Council need to approve a work plan?

No

Does this issue require review by a Board/Commission?

Yes

If so, which?

Bicycle and Pedestrian Advisory Committee

Is a Council Study Session anticipated?

No

What is the public participation process?

This would require an extensive public participation process, because it is anticipated that this would be a controversial issue. At least 5 public meetings gathering public input would be required.

DRAFT

6. Cost of Study

Operating Budget Program covering costs

115 Transportation Operations

Project Budget covering costs

Budget modification \$ amount needed for study

\$5,000

Explain below what the additional funding will be used for

Additional funding would be used for engineering consultant services, production of presentation materials, direct mailings, and document reproduction services.

7. Potential fiscal impact to implement recommendations in the Study approved by Council

Capital expenditure range

Under \$500

Operating expenditure range

None

New revenues/savings range

None

Explain impact briefly

Funding could be required for no parking signs, however it is most likely that that would be funded through the bike facility project.

8. Staff Recommendation for this calendar year

Recommendation None

If 'For Study' or 'Against Study', explain

9. Estimated consultant hours for completion of the study issue

Managers

Role	Manager	Hours
Lead	Witthaus, Jack	
	Mgr CY1:	0
	Mgr CY2:	0
	Staff CY1:	0
	Staff CY2:	0

Total Hours CY1: 0

Total Hours CY2: 0

Note: If staff's recommendation is 'For Study' or 'Against Study', the Director should note the relative importance of this Study to other major projects that the Department is currently working on or that are soon to begin, and the impact on existing services/priorities.

Reviewed by

Proposed New Council Study Issue

DRAFT

Number BPAC 3

Status Pending

Calendar Year 2007

New or Previous New

Title Update/Review of the Corner Vision Triangle Municipal Code Ordinance

Lead Department Public Works

Element or SubElement Land Use and Transportation, Bicycle Plan

1. What are the key elements of the issue? What precipitated it?

The Bicycle and Pedestrian Advisory Committee would like to review the relevance and adequacy of the corner vision triangle Municipal Code Ordinance. The Committee believes that visibility at street intersections and driveways is extremely important for the safety of pedestrians and bicyclists and that the current ordinance may not adequately ensure that. This issue was initiated because of a vision problem at the driveway that was constructed on Mathilda Avenue for the Cherry Orchard retail center.

2. How does this relate to the General Plan or existing City Policy?

Land Use and Transportation, C3 – Attain a transportation system that is effective, safe, pleasant, and convenient.

3. Origin of issue

Council Member(s)

General Plan

City Staff

Public

Board or Commission Bicycle and Pedestrian Advisory Committee

Board or Commission ranked this study issue ____ of ____

Board or Commission ranking comments

4. Multiple Year Project? No **Planned Complete Date** April 2007

5. Expected participation involved in the study issue process?

Does Council need to approve a work plan? No

Does this issue require review by a Board/Commission? Yes

If so, which?

Planning Commission

Is a Council Study Session anticipated?
What is the public participation process?

No

DRAFT

BPAC meetings, Planning Commission hearing

6. Cost of Study

Operating Budget Program covering costs

115 Transportation Operations

Project Budget covering costs

Budget modification \$ amount needed for study

Explain below what the additional funding will be used for

7. Potential fiscal impact to implement recommendations in the Study approved by Council

Capital expenditure range

None

Operating expenditure range

None

New revenues/savings range

None

Explain impact briefly

There would be no fiscal impact related to the recommendations in the Study.

8. Staff Recommendation for this calendar year

Recommendation Against Study

If 'For Study' or 'Against Study', explain

This was a 2005 Study Issue that fell below the line. The issue originated from the Bicycle and Pedestrian Advisory Committee. The Committee chose not to rank the item in 2006.

9. Estimated consultant hours for completion of the study issue

Managers

Role	Manager	Hours
Lead	Witthaus, Jack	
	Mgr CY1:	0
	Mgr CY2:	0
	Staff CY1:	0
	Staff CY2:	0

Total Hours CY1: 0

Total Hours CY2: 0

Note: If staff's recommendation is 'For Study' or 'Against Study', the Director should note the relative importance of this Study to other major projects that the Department is currently working on or that are soon to begin, and the impact on existing services/priorities.

Reviewed by

Department Director

Date

Proposed New Council Study Issue

DRAFT

Number	BPAC 4
Status	Pending
Calendar Year	2007
New or Previous	New
Title	Revise Intersection Level of Service Policy to Incorporate Bicycle and Pedestrian Safety
Lead Department	Public Works
Element or SubElement	Land Use and Transportation Element

1. What are the key elements of the issue? What precipitated it?

This Study Issue would examine the City's intersection Level of Service (LOS) policies to improve consideration for pedestrian and bicycle safety. Measures that improve LOS for automobiles, including the introduction of dedicated right-turn lanes, or multiple left turn lanes degrade safety for both pedestrians and bicyclists. As part of this study, the City could consider including special design features such as signage and pavement markings to increase safety for bikes and pedestrians. The City could also consider allowing exemptions and/or modifications from the current LOS policy for certain street classifications or areas, in order to better meet the safety concerns for bikes and pedestrians.

Any changes to the current LOS policy would require a General Plan Amendment. In addition, changes to the LOS policy may require amendments to the Transportation Strategic Program and Transportation Impact Fee.

2. How does this relate to the General Plan or existing City Policy?

Land Use and Transportation Policy C3.1 - Achieve an operating level-of-service of "D" or better on the City-wide roadways and intersections, as defined by the functional classification of the street system.

3. Origin of issue

Council Member(s)

General Plan

City Staff

Public

Board or Commission Bicycle and Pedestrian Advisory Committee

Board or Commission ranked this study issue ____ of ____

4 of 4

Board or Commission ranking comments

4. Multiple Year Project? Yes Planned Complete Date 09/08

DRAFT

5. Expected participation involved in the study issue process?

Does Council need to approve a work plan? Yes

Does this issue require review by a Board/Commission? Yes

If so, which?

Bicycle and Pedestrian Advisory Committee

Is a Council Study Session anticipated? No

What is the public participation process?

The public would participate during the regularly scheduled BPAC meetings. In addition there would be at least one community meeting, with outreach to the business and real estate development community.

6. Cost of Study**Operating Budget Program covering costs**

115 Transportation Operation

Project Budget covering costs**Budget modification \$ amount needed for study**

\$50,000

Explain below what the additional funding will be used for

Budget will be needed to conduct any transportation studies needed to justify changes in the LOS policy.

7. Potential fiscal impact to implement recommendations in the Study approved by Council

Capital expenditure range None

Operating expenditure range None

New revenues/savings range None

Explain impact briefly

8. Staff Recommendation for this calendar year

Recommendation Against Study

If 'For Study' or 'Against Study', explain

A change of the LOS policy would effect a number of other existing City policies and plans. For this reason, staff recommends that this item be considered as part of the update of the Land Use and Transportation Element of the General Plan.

9. Estimated consultant hours for completion of the study issue**Managers**

Role	Manager	Hours
Interdep	Witthaus, Jack	Mgr CY1: 0 Mgr CY2: 0
		Staff CY1: 0 Staff CY2: 0

Total Hours CY1: 0**Total Hours CY2: 0**

Note: If staff's recommendation is 'For Study' or 'Against Study', the Director should

Proposed New Council Study Issue

DRAFT

Number	BPAC 5
Status	Pending
Calendar Year	2007
New or Previous	New
Title	Design Standards for Bike Lanes Adjacent to On-Street Parking
Lead Department	Public Works
Element or SubElement	Land Use and Transportation

1. What are the key elements of the issue? What precipitated it?

The Bicycle and Pedestrian Advisory Committee (BPAC) would like the City of Sunnyvale to adopt the VTA Bicycle Technical Guidelines' recommendation for bike lane design adjacent to on-street parking, in place of the Caltrans standard. The BPAC believes the Caltrans standard does not adequately account for the safety of bicyclists. The committee believes that bicycle facilities should not direct bicyclists to an area of the roadway where they wouldn't safely be without the bicycle facility.

The VTA guidance is different than the Caltrans standards in that the Caltrans standard supports narrower bike lanes adjacent to on-street parking. The ramifications of changing the City's adopted standard may be significant, and may impair the City's ability to implement its bike improvement strategy. City staff currently use the VTA Guidelines as intended, which is as a "best practice" and not an engineering standard. In fact, the VTA Guidelines conflict with City practice on parking stall widths (City practice is more generous than VTA) so effectually City practice is largely consistent with the VTA Guidelines. However, staff believes that a change to create a standard could contribute significantly to the cost of constructing bike facilities, and would require that the recommendations on future bike lanes improvements be revisited, as they are based on the Caltrans Standards. In addition, staff believes that before the standard is changed the issue should be researched to determine if there is evidence indicating that the wider bike lanes improves safety and provides any additional benefit. There may be significant liability issues associated with adoption of a new standard. To staff's knowledge, available information on the safety of wider than standard bike lane widths near parking is largely anecdotal. Staff believes this requires study, and that the City's study issue process is an appropriate channel for this issue.

2. How does this relate to the General Plan or existing City Policy?

Land Use and Transportation Element – Goal C3.5.4, Maximize the provision of bicycle and pedestrian facilities

Sunnyvale Bike Plan – Goal BP.B, Provide for and maintain a safe and effective system of bikeways and shared roadway facilities suitable for bicycles.

3. Origin of issue

DRAFT

Council Member(s)**General Plan****City Staff****Public****Board or Commission** Bicycle and Pedestrian Advisory Committee**Board or Commission ranked this study issue ____ of ____****Board or Commission ranking comments****4. Multiple Year Project?** No **Planned Complete Date** 07/07**5. Expected participation involved in the study issue process?****Does Council need to approve a work plan?** No**Does this issue require review by a Board/Commission?** Yes**If so, which?**

Bicycle and Pedestrian Advisory Committee

Is a Council Study Session anticipated? No**What is the public participation process?**

BPAC and City Council public hearings

6. Cost of Study**Operating Budget Program covering costs**

115 Transportation Operations

Project Budget covering costs**Budget modification \$ amount needed for study**

\$20,000

Explain below what the additional funding will be used for

The funding will be used for engineering services in order to conduct technical studies.

7. Potential fiscal impact to implement recommendations in the Study approved by Council**Capital expenditure range** \$101K - \$500K**Operating expenditure range** \$500 - \$50K**New revenues/savings range** None**Explain impact briefly**

The study recommendations could potentially increase the cost of implementing the Sunnyvale Bicycle Capital Improvement Program and the Sunnyvale bike network.

8. Staff Recommendation for this calendar year**Recommendation** Against Study**If 'For Study' or 'Against Study', explain**

This was a 2005 Study Issue that fell below the line. The issue originated from the Bicycle and Pedestrian Advisory Committee. The Committee chose not to rank the item in 2006.

9. Estimated consultant hours for completion of the study issue

Proposed New Council Study Issue

Number BPAC 6

Status Pending

Calendar Year 2007

New or Previous New

Title Bicycle and Pedestrian Accomodation Through Construction Zones

Lead Department Public Works

Element or SubElement Land Use and Transportation Element

DRAFT

1. What are the key elements of the issue? What precipitated it?

The Bicycle and Pedestrian Advisory Committee would like to initiate a study to revise City Procedures regarding safe access of bicyclists and pedestrians through areas where work is being done in the public right-of-way.

The project would asses existing practices and recommend policy related improvements to the existing system.

2. How does this relate to the General Plan or existing City Policy?

GOAL C3 ATTAIN A TRANSPORTATION SYSTEM THAT IS EFFECTIVE, SAFE, PLEASANT, AND CONVENIENT.

The City has existing policy and procedures relating to the safe passage of bicyclist and pedestrians through construction zones in the public right-of-way. Those policies and procedures are implemented for all city construction and construction permitted through an Encroachment Permit. Enforcement of the requirements is limited only by staffing resources.

3. Origin of issue

Council Member(s)

General Plan

City Staff

Public

Board or Commission Bicycle and Pedestrian Advisory Committee

Board or Commission ranked this study issue ____ of ____

Board or Commission ranking comments

4. Multiple Year Project? No **Planned Complete Date** 2007

5. Expected participation involved in the study issue process?

Does Council need to approve a work plan?

No

Does this issue require review by a Board/Commission?

Yes

If so, which?

Bicycle and Pedestrian Advisory Committee

Is a Council Study Session anticipated?

No

What is the public participation process?

Public input would be gathered as part of the regularly scheduled BPAC meetings.

DRAFT

6. Cost of Study

Operating Budget Program covering costs

115 Transportation Operation

Project Budget covering costs

Budget modification \$ amount needed for study

0

Explain below what the additional funding will be used for

7. Potential fiscal impact to implement recommendations in the Study approved by Council

Capital expenditure range None

Operating expenditure range None

New revenues/savings range None

Explain impact briefly

8. Staff Recommendation for this calendar year

Recommendation None

If 'For Study' or 'Against Study', explain

9. Estimated consultant hours for completion of the study issue

Managers None

Note: If staff's recommendation is 'For Study' or 'Against Study', the Director should note the relative importance of this Study to other major projects that the Department is currently working on or that are soon to begin, and the impact on existing services/priorities.

Reviewed by

Department Director

Date

Approved by

City Manager

Date

Proposed New Council Study Issue

Number BPAC 7
Status Pending
Calendar Year 2007
New or Previous New
Title Homestead Road Bike Lane, Hours of Operation
Lead Department Public Works
Element or SubElement Land Use and Transportation Element

DRAFT

1. What are the key elements of the issue? What precipitated it?

The bike lane on portions of Homestead Road is currently limited to daytime hours only. This study would assess the impacts associated with removing parking on Homestead Road in order to allow for a full time bicycle lane. In addition it will assess the impacts to bicyclists and enforcement issues associated with the existing part time status.

2. How does this relate to the General Plan or existing City Policy?

The Bicycle Plan allows for the consideration of a part-time bicycle lane to be installed at locations where full-time parking removal would be difficult.

3. Origin of issue

Council Member(s)

General Plan

City Staff

Public

Board or Commission Bicycle and Pedestrian Advisory Committee

Board or Commission ranked this study issue ____ of ____

Board or Commission ranking comments

4. Multiple Year Project? No Planned Complete Date 2007

5. Expected participation involved in the study issue process?

Does Council need to approve a work plan? No

Does this issue require review by a Board/Commission? Yes

If so, which?

Bicycle and Pedestrian Advisory Committee

Is a Council Study Session anticipated? No

What is the public participation process?

Public input will be gathered through the regularly scheduled

BPAC meetings.

6. Cost of Study

Operating Budget Program covering costs

115 Transportation Operation

Project Budget covering costs

Budget modification \$ amount needed for study

Explain below what the additional funding will be used for

DRAFT

7. Potential fiscal impact to implement recommendations in the Study approved by Council

Capital expenditure range

\$500 - \$50K

Operating expenditure range

None

New revenues/savings range

None

Explain impact briefly

If the City Council chooses to remove the part-time bike lane status, the city will have to remove existing signs and possibly some striping, and replace with new to reflect the regulation changes.

8. Staff Recommendation for this calendar year

Recommendation None

If 'For Study' or 'Against Study', explain

9. Estimated consultant hours for completion of the study issue

Managers None

Note: If staff's recommendation is 'For Study' or 'Against Study', the Director should note the relative importance of this Study to other major projects that the Department is currently working on or that are soon to begin, and the impact on existing services/priorities.

Reviewed by

Department Director

Date

Approved by

City Manager

Date

Proposed New Council Study Issue

DRAFT

Number	PRD-11
Status	Deferred
Calendar Year	2006
New or Previous	New
Title	Access to Stevens Creek Trail, Feasibility Study
Lead Department	Parks and Recreation
Element or SubElement	C3.5.4 Maximize the provision of bicycle and pedestrian facilities.

1. What are the key elements of the issue? What precipitated it?

The BPAC would like to study the feasibility of creating Sunnyvale access points to the proposed Mountain View Stevens Creek Trail Segment 2 Reach 4. Current policy developed on November 29, 1994 states that the construction of a Stevens Creek Trail in Sunnyvale is not feasible and that the City will coordinate with neighboring jurisdictions on determining surface street trail alignments between Mountain View, Los Altos and Cupertino to ensure a regional trail connection.

The City of Mountain View is currently funded to complete a portion of the trail from Yuba Drive to El Camino, but is still years away from full funding of the last segment of the trail, from El Camino to Mountain View High School. This last segment of trail (known as Reach 4, Segment 2) is planned to parallel the creek, just west of SR 85 going south, then continue across SR 85 near the intersection of Heatherstone Way and Dale Avenue in Mountain View, then parallel SR 85 south until a point near the end of Remington Avenue where it would cross SR 85 again and terminate at Mountain View High School and Bryant Way. The City of Cupertino is currently planning to develop a trail from Stevens Creek County Park to St. Joseph's Avenue near Los Altos. Now that Cupertino's plans are known, the City of Los Altos is planning to conduct a feasibility study on the Stevens Creek Trail issue in 2006/2007. It is expected that the results of the study will propose a connection to the trail from St. Joseph's Avenue to a point within reach of the Mountain View High School.

This Study Issue would consider the feasibility and timing and costs of creating access points from surface streets to the proposed Stevens Creek Trail in Mountain View from the City of Sunnyvale. Possible access points would be identified and would include Remington Drive and Mockingbird Lane alternatives in addition to any other possibilities. Options for type of access, feasibility, costs and timing would be developed. This study would not propose to revise the existing policy regarding the Sunnyvale portion of the trail.

2. How does this relate to the General Plan or existing City Policy?

Current policy developed on November 29, 1994, states that the construction of a Stevens Creek Trail in Sunnyvale is not feasible and that the City will coordinate with neighboring jurisdictions on determining surface street trail alignments between Mountain View, Los Altos and Cupertino to ensure a regional trail connection.

This study would not propose to revise the existing policy regarding the Sunnyvale portion of the trail. It would simply determine the feasibility of accessing the Mountain View trail alignment from the City of Sunnyvale.

3. Origin of issue

**Council Member
(s)**

General Plan

City Staff

Public

**Board or
Commission**

Bicycle and Pedestrian Advisory Committee

**Board or Commission ranked this
study issue ____ of ____**
1 of 4

Board or Commission ranking comments

BPAC ranked this study issue 1 of 4.
Since the study originated by BPAC, it did not go before the Parks and Recreation Commission for ranking.

DRAFT

4. Multiple Year Project? Yes **Planned Complete Date** June 2007

5. Expected participation involved in the study issue process?

Does Council need to approve a work plan? No

Does this issue require review by a Board/Commission? Yes

If so, which?

Bicycle and Pedestrian Advisory Committee, Parks and Recreation Commission

Is a Council Study Session anticipated? No

What is the public participation process?

Public outreach will be part of the regularly scheduled Parks and Recreation Commission and the BPAC public meetings. In addition, there will be at least 1 neighborhood meeting.

6. Cost of Study

Operating Budget Program covering costs

601 Parks and Recreation Administration

Project Budget covering costs

Budget modification \$ amount needed for study

120,000

Explain below what the additional funding will be used for

Alternatives development, cost estimation, preliminary environmental site analysis.

7. Potential fiscal impact to implement recommendations in the Study approved by Council

Capital expenditure range

\$501K or more

Operating expenditure range

\$500 - \$50K

New revenues/savings range

None

DRAFT

Explain impact briefly

The capital expenditure range covers the cost of constructing a structure over the creek.

The operating expenditures will cover the costs to maintain the structure, this includes graffiti removal, enforcement, and repairs.

8. Staff Recommendation for this calendar year**Recommendation Against Study****If 'For Study' or 'Against Study', explain**

Staff is against this study for two reasons. First, there is no policy decision to be made since the Sunnyvale City Council had already unanimously agreed in 1994 to "direct staff to coordinate with neighboring jurisdictions on determining potential surface street trail alignments between the City of Mountain View and the City of Cupertino to ensure a regional trail connection." Second, the Mountain View City Council recently accepted the Environmental Impact Report for the section of the Stevens Creek Trail that is nearest the Sunnyvale border (known as Reach 4, Segment 2), but the design phase and funding are not yet in place, and there is no schedule for construction. Once the construction is funded and the schedule known, staff will be in a much better position to propose the capital resources necessary to implement Sunnyvale's 1994 Council direction to ensure surface street trail alignments to connect to the Stevens Creek Trail. This action does not require a study issue and would likely be proposed within the context of the City's existing capital project budget process for Council approval, once the Stevens Creek Trail alignments are known.

9. Estimated consultant hours for completion of the study issue

200

Managers

Role	Manager	Hours			
Lead	Merrill, Cathy	Mgr CY1:	30	Mgr CY2:	0
		Staff CY1:	0	Staff CY2:	0
Support	Black, Curtis	Mgr CY1:	10	Mgr CY2:	0
		Staff CY1:	0	Staff CY2:	0
Interdep	Witthaus, Jack	Mgr CY1:	30	Mgr CY2:	0
		Staff CY1:	0	Staff CY2:	0

Total Hours CY1: 70**Total Hours CY2: 0**

Note: If staff's recommendation is 'For Study' or 'Against Study', the Director should note the relative importance of this Study to other major projects that the Department is currently working on or that are soon to begin, and the impact on existing services/priorities.

Reviewed by_____
Department Director_____
Date



MINUTES

SUNNYVALE BICYCLE AND PEDESTRIAN ADVISORY COMMITTEE

The Bicycle and Pedestrian Advisory Committee met at 6:30 p.m. on June 22, 2006 with Committee Chair Mayer presiding. The meeting was held in the West Conference Room, City Hall, 456 West Olive Avenue, Sunnyvale. A public input meeting for the Sunnyvale Bicycle Plan Update was also held as part of this meeting.

ROLL CALL

Members Present: Kevin Jackson
Ralph Durham
Andrea Stawitcke
Thomas Mayer
Thomas Reuner
Gerald Gras

Members Absent: Cindy Cotton, Unexcused

Staff Present: Dieckmann Cogill, Senior Transportation Planner

Visitors: John Ciccarelli, Korve Engineering
James Manidakos
Jim Stallman
Rick Warner

SCHEDULED PRESENTATION

There was no scheduled presentation

PUBLIC ANNOUNCEMENTS

Jackson announced that VTA is updating the Countywide Bicycle Plan and the County Bike Corridors. He asked that the Sunnyvale bicycle community start thinking of additional routes that can be added.

CONSENT CALENDAR

- 1.A) Approval of Draft Minutes from May 18, 2006
- 1.B) Approval of Agenda
- 1.C) Approval of 2006 Calendar

All Items pulled from the Consent Calendar.

CITIZENS TO BE HEARD

None

PUBLIC HEARINGS/GENERAL BUSINESS

1A. Approval of Draft Minutes from May 4, 2006

Mayer requested that the phrase "as it pertains to BPAC" be removed from the Minutes from the budget section.

Jackson requested that his Oral Comments regarding the Sharrow Utility Bill Stuffer be slightly revised.

MOTION - Jackson/Stawitcke, Approve May 18, 2006 Minutes as amended

Motion carried Unanimously

1B. Approval of Agenda

Mayer requested that an item be added "Response to previous Citizens to be Heard Item". This is to be more consistent with the City Council Agenda format.

MOTION - Jackson/Gras, Approve Agenda as amended.

Motion carried Unanimously

1C. Approval of 2006 Calendar

Jackson December work plan item should be changed to 2007.

MOTION - Jackson/Reuner, Approve Calendar as amended

Motion carried Unanimously

2. Transportation Fund for Clean Air Funding Prioritization

Cogill presented the staff report and asked that the BPAC recommend Council Authorize filing of Grant Applications for the Bay Area Air Quality Management District, Transportation Fund for Clean Air.

Mayer and Gras asked for existing CIP ranking and competitiveness of each eligible street.

The committee determined that bike lanes on Sunnyvale Avenue are also a priority and recommended that an application for Sunnyvale Avenue be submitted as well as for the staff recommended projects.

Public Comments

Manitakos noted that bicycle lanes on Sunnyvale Avenue will be very controversial. He also noted that the connection on Maude between Sunnyvale and Borregas is an important issue to deal with.

Motion – Jackson/Durham, Recommend that City Council authorize filing of FY 2006/2007 Transportation Fund for Clean Air applications for Mary Avenue Bike Lanes between Homestead and Fremont, Fair Oaks/Tasman Bicycle/Pedestrian Facility Improvements, and Sunnyvale Avenue from Evelyn to Maude.

Motion Carried Unanimously.

3. Sunnyvale Bicycle Plan Update – Study Issue

The BPAC had the following changes that they would like to be incorporated into the document:

1. BP.A3.e – Add location specific wording “...trail alignments and ammendities for unfinished portion of the trail within Sunnyvale’s Sphere of Influence”.
2. BP.A4.a – add employer entrances as well.
3. BP.B1 – Add action that states “When mitigating an intersection for a Level of Service deficiency, consider bicyclists needs and safety”.
4. Add an action statement in BP.C4 to consider improving the effectiveness of the bicycle plan education component by broadening outreach to non-English speakers.
5. BP.A1.b – Make this Class 1 bike parking specific.
6. In objective #2, reword to make “all Sunnyvale streets the most important element of the objective.
7. Fix table 2.8
8. Reword the “obstacles” language in Section 3 to make the intent more clear.
9. Page 60, generalize to neighborhood routes in general. Evelyn-Tantau Route is not the only good neighborhood route in the city.
10. Add discussion about the future Caltrain track expansion that is planned in the long term for the Sunnyvale Station that will require a grade separation. Make sure that it is very clear that an undercrossing is preferred grade separation.
11. Include a list of the recommended shared use CIP segments to state that at some point a bike lane facility will be the desired final outcome.
12. Split both Lakehaven and Sandia into two segments in the CIP.
13. Include a discussion about improvements at offset junctions such as Britton/Duane/San Juan, Morse/Maude, and Sunnyvale/Maude/Borregas.

14. Add a discussion in Section 3 regarding improving pedestrian conditions as part of bicycle improvement projects whenever possible.

Public Comments

The public had the following comments:

1. Make sure to include language stating that all roadway projects must also include a bicycle component in them.
2. In the discussion about the Mary Avenue extension over US 101 include language about installing bike lanes concurrently with the extension in order to maintain existing level of bike safety and comfort.
3. Consider including discussion about the Mathilda Avenue Caltrain Bridge Rehabilitation.
4. Include discussion about providing bicycle racks at major bus stops.
5. Add the "parking pocket" option to the roadway widening section of the toolbox.
6. Bike racks are needed at all LRT stations.
7. Include discussion of deficient POC at The Dalles and Hwy 85

Jackson requested some language changes to the Report to Council.

MOTION – Jackson/Durham, Recommend that City Council approve the 2006 Bicycle Plan with the above listed modifications.

Motion carried Unanimously.

4. Tasman/Fair Oaks Pedestrian and Bicycle Circulation Plan Implementation

Cogill presented the elements of the project and conceptual designs for each element.

The committee had the following comments:

1. Widen the east side of Fair Oaks to include bicycle lanes at this time.
2. Include bus stop improvements at the Fair Oaks/ Weddell intersection.
3. Revise the cross section of Weddell east of Fair Oaks to allow for a 24 foot shared pavement section for bicycles and motor vehicles (this would remove the existing bicycle lanes). Include a wider comfortable sidewalk.

MOTION – Mayer/Jackson, Recommend Council approve the staff recommended conceptual design for the Tasman/Fair Oaks Pedestrian and Bicycle Circulation Plan implementation with the above listed modifications.

Gras, Abstain

Motion Carried.

NON-AGENDA ITEMS AND COMMENTS

- BPAC ORAL COMMENTS

Jackson asked for staff to follow up with the VTA BPAC appointment for David Simons. Durham asked about the status of the Blair Avenue Traffic Calming.

- STAFF ORAL COMMENTS

None

INFORMATION ONLY ITEMS

Jackson was happy to see that the bicycle lane on Arques was installed, but was worried that if all land use permits don't come through the BPAC some opportunities such as this might get missed.

ADJOURNMENT

The meeting adjourned at 10:00 p.m.

Respectfully submitted,



Dieckmann Cogill, Senior Transportation Planner

Bicycle and Pedestrian Advisory Committee

Active Items

Item #	Item	OPR	Due Date (Approx)	Status	Last Updated
1	Borregas Avenue Bike Corridor Study	Cogill	2008	CEQA/NEPA environmental clearance complete. Project Update submitted to City Council on April 11, 2006. Construction scheduled to start 2007. BTA funding awarded.	7/13/2006
2	Bernardo Caltrain Under-crossing	Cogill	Preliminary engineering by 2005	Feasibility Study accepted by the City Council. Funds for 20% local matching funds must be identified before further project initiation. BEP Tier 1 update submitted. VTA will program 80% funds out to 2016 to allow for time to secure matching funds.	10/14/2004
3	Calabazas Creek Trail	Neumayer	Spring 2006	Project Complete	7/13/2006
4	Evelyn Avenue Bike Lane Phase 1 and 2	Cogill	Summer/Fall II 2006	Engineering underway. Public input meetings completed	5/12/2006
5	Code of Ethics	Cogill	7/1/2006	Annual review completed	8/9/2006
6	Utility Bill Stuffer	Cogill	Mar-06	May/June Stuffer completed	4/20/2006
7	Bike to Work Day	Cogill	5/18/2006	Completed.	6/15/2006
8	Overlay, Reconstruction, Slurry & Chip Schedule	D. Trott	Feb. 2006	Info Only Item, April 2006	4/20/2006

O-1	Bike Transportation Account Grant Program	Cogill	Annual	Funding for the Borregas Bicycle/Pedestrian Bridges Awarded	7/13/2006
O-2	General Supply Expenditures	Cogill	Ongoing	Funds to be used for safety/helmet education training at 2 middle schools in Sunnyvale	12/6/2005
O-3	Bicycle Capital Improvement Program	Cogill	Ongoing	Grant applications submitted for Duane Avenue from Fair Oaks to Lawrence, Borregas Avenue from Weddell to Caribbean, and Evelyn Avenue from Sunnyvale to Reed.	3/23/2004
O-4	TFCA grants	Cogill	Annual	Call for project for Regional Fund received	6/15/2006
O-5	Bike Parking Incentive Program	Cogill	Ongoing	Rack provided to Sports Basement	7/13/2006
O-6	Construction Zone Safety Complaints received	Cogill	Ongoing	no complaints received.	8/9/2006
O-7	Issues raised at BPAC meeting requiring staff follow-up	Cogill	Ongoing	1.) Pedestrian fatality at Sunnyvale/Mckinkley, staff reviewed the collision report, and met with the concerned resident out in the field. The turning radius will be reduced as part of the downtown redevelopment to slow the speed of right-turning vehicles and to increase the visibility of the pedestrian. 2.) Request to email BPAC the meeting notice for the Blair Avenue public meeting. Completed. 3.) Man Hole Covers on Arques assure that bikes are accommodated during construction. comment noted to Project Administration.	8/9/2006